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DOMINION LINE



HANDBOOK

FOR

INTENDING

EMIGRANTS

TO

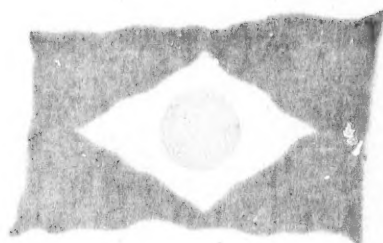
CANADA AND UNITED STATES.

LIVERPOOL :

PRINTED BY TURNER AND DUNNETT, 4, JAMES STREET.

1884.

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ADVANTAGES OF EMIGRATION.



EMIGRATION is not as some people imagine, merely a rage of the present day, which in a few years will die away and be looked upon as the passing folly of a by-gone generation, but a weighty matter now occupying the serious attention of the vast and surging masses of our over-crowded country.

Taking into consideration the enormous strides with which our population is increasing, and bearing in mind the present state of competition in all trades and professions, it behoves every man who desires a fair chance of success in life to look about him for a wider and less dense sphere.

To dwell, or even touch upon the oppressive evils of each particular vocation, would absorb more space than we have at our disposal; as an instance, therefore, of the grinding modes of earning a living out of which the poorer classes of this country must choose a calling, let us glance for a moment at the lot of the labouring man. His condition in this country is surely worthy of notice—and pity too. From morning to

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night, day after day, year after year, the fates have decreed he must toil monotonously, drearily, incessantly ! No holiday tour and very few amusements for him ; and none of the *variations* which make the lives of the wealthy tolerable. Eking out his miserable existence in some squalid, suffocating city, or existing the life of a plodding *slave* at some farm-house, with the prospect in case of accident, of ending his days in the much-dreaded workhouse—*this* is the lot of the British labourer.

There is surely something wrong in this state of affairs. But apart from the right and wrong of the question, let us ask—what is the remedy ? A theme of every day life, namely :—**EMIGRATION.**

While the labouring man is aimlessly toiling away amid the thick, smoky atmosphere of this country, there lies a land within a few days' journey of England, where the climate is pure and invigorating, where the soil is teeming with vast wealth, where the rivers, woods, and prairies, abound with every kind of fish and game, where extensive farms can be obtained **FREE**, and where millions of robust and happy settlers, well satisfied with their own success, earnestly invite their struggling brothers and sisters in the old country to follow their example and—**EMIGRATE !**

Under the same flag and sovereign—ruled by the same legislature, weeded of all objectionable laws—close to our native shores, lies the valuable

DOMINION OF CANADA,

which covers a greater area than the United States, and contains the most fertile land in the world.

This is our nearest Colony, being only about eight days' sail from Liverpool ; and during that time, land is in sight, in clear weather, rather more than three days—thus reducing the passage to a very short trip indeed. A considerable part of the

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journey to Quebec is up the beautiful St. Lawrence—the distance from Cape Rae to Quebec being 951 miles. Many tourists choose this route to the American Continent, on account of the grandeur of the scenery on the banks of the St. Lawrence.

One of the principal points in the consideration of the intending emigrant is

THE CLIMATE

of the country he is about to make his home. In Canada the Winters are decidedly cold ; but at the same time so dry and clear, that they tend to make the settler buoyant with energy and good spirits, and are not nearly so much dreaded as the damp foggy Winters of the British Isles. In fact it is a common occurrence to hear a Canadian say he cannot stand the cold of *our* Winters. The Summers though hot, are never oppressive.

The natural consequence of a great and ever-increasing inpour of capital into a new country is a correspondingly large demand for mechanics, navvies, farm and general labourers, at really fabulous wages.

Numerous cases have come before our notice of emigrants having landed in Canada with only a few shillings in their pockets, but who, after a few years' energetic labour, have become possessed of large and valuable farms.

A writer, referring to this subject, says:—"The Great Canadian North-West invites the honest and industrious, however friendless, to make themselves free homes in a country blessed with British constitutional laws, ample protection to life and property, a healthy climate, and a fertile soil.

"Great as are the unquestionable advantages which a union of money and industry possess, there is no country under the sun where unaided muscle, with a plucky purpose, reaps greater rewards than under the bright skies and helpful atmosphere of this fair land.

"Feeling himself every inch a man, as he gazes upon the unclaimed acres which shall reward his toil, the settler breathes a freer air, his bosom swells with a prouder purpose, and his strong arms achieve unwonted results. Any man whose capital consists on his arrival of little but brawny arms and a brave heart, may do as others have done before him, select a homestead in some of the many beautiful and fertile regions westward and into which the railroads will rapidly penetrate; after which being allowed six months before settling upon the land, he may work on the railroad, and earn enough money to make a start in a small way; and, by the time he produces a surplus, the railway will be within reasonable distance to take it to market; he finds himself the proud possessor of a valuable farm which has cost him little but the sweat of his brow."

FEMALE DOMESTIC SERVANTS

are rightly considered to have a better prospect open to them in Canada than in any other part of the world.

Writing on this point, the Department of Agriculture of the Canadian Government states:—"There is a steady and great demand for female domestic servants at all seasons of the year and it is likely to continue, especially in view of the very great extent of territory which is being settled in the North-West, and the excess of males over females. Servant girls coming to Canada have not only the advantage of being sure to find good places, but they have better prospect of settling themselves comfortably in life, and of themselves becoming heads of families, than in the older communities."

The Dominion Line has made admirable arrangements for the safe conveyance of females to their destination. They are met by the Company's Agents at the Railway Station on arrival in Liverpool, escorted to the Steamer, there confided to the care of an experienced matron, and on reaching the port of disembark-

ation are handed over to the Government Agents, who provide them with a list of vacant situations, and see them properly dispatched to their chosen homes.

There are already so many books (which may be obtained gratuitously from any Canadian Emigration Agent), setting forth the advantages of Canada as a field for emigration, that further remarks on the subject might be looked upon as a repetition of well-known facts.

We shall therefore venture to presume that the reader—having obtained sufficient information to convince him that his services in the old country are *not* required, or, at best, are unappreciated, and that his prospects, in the event of his remaining here, are very poor indeed—has made up his mind to *emigrate to Canada!*

Then the next question for his consideration is, **HOW TO REACH THE LAND OF THE FUTURE.**

Naturally he decides upon that route which is *proved* to be the *best*; i.e., the one which will convey him to his destination with the greatest possible safety and comfort, combined with speed and other recommendations.

We shall therefore endeavour to guide the emigrant in his choice of route, without straying too far into the dry and distasteful regions of advertisements, but plainly state our reasons for bringing to the front any particular Line of Steamers, showing the advantages that would accrue to the emigrant, if our advice were followed.

As surely as Canada is the *country* of the future, so surely is the

DOMINION LINE

the *line* of the future.

This Line of Screw Steamers was started in 1870, and during the past fourteen years the Directors have been earnestly

engaged in forming and consolidating the excellent system which is now the means of attracting so much favourable attention from the travelling public on both sides of the Atlantic. The aim of the Directors is not merely to obtain a large number of passengers *now*, but, having an eye to the future welfare of the Company, their object is to give *perfect satisfaction*, so that passengers crossing in their steamers, may be induced to recommend their friends to travel by the same route. Thus they have earned a well-won prestige.

Although *speed* is one of the principal considerations of the Company, and although some of the passages accomplished by their steamers are classed among the fastest on record, still the *safety* and *comfort* of their passengers are held of great importance.

In the Book of Rules and Regulations, compiled for the guidance of the Dominion Line Officers, occurs the following clause:—"Commanders are enjoined to remember that while they are expected to use every diligence to secure a speedy voyage, *they must run no risk which might by any possibility result in accident to the ship*. It is to be hoped that they will ever bear in mind, that the *safety of the lives and property entrusted to their care, is the ruling principle that should govern them* in the navigation of their ships, and no supposed gain or expedition, or saving of time on the voyage, is to be purchased at the risk of accident. *The Company desires to establish and maintain for its vessels a reputation for safety*, and only look for such speed, on the various voyages, as is consistent with safe and prudent navigation."

The safety of the vessels is further ensured by means of a private code of signals, enabling an outward-bound steamer to intimate to a homeward (or *vice versa*), the exact whereabouts of any ice that has been seen; this arrangement has undoubtedly prevented the loss of many valuable lives and much property.

excellent system. As an extra inducement for careful and skilful navigation, much favourable the ships are insured to a considerable extent in the officers' own names; i.e., an annual bonus or gratuity is allowed to them merely to obtain accumulate for two years to the credit of the officers, but in the event of any accident or damage occurring to their vessel during that period, the whole of the gratuity is forfeited.

It is by pursuing this admirable system that the Dominion Line has obtained its present reputation for *safety*.

The comfortable accommodation afforded in these steamers is certainly unsurpassed by that to be found in any other Line of Steamships, and for its accurate description we must have recourse to that old-fashioned but expressive little word—"cosy."

The Saloons are fitted up in a very neat and tasteful style, and particular care has been used in their construction for obtaining excellent light and ventilation—those great requisites for the health and happiness of passengers.

As a specimen of the vessels of the Dominion Line, it would be well briefly to describe the sister-ships "Sarnia" and "Oregon," which have already become universal favourites. When these steamers made their first appearance in the Mersey, they naturally occasioned some sensation, and at that time received—but not without good cause—very favourable notice from the local press.

Their length, tonnage, and engine power, are devised on the usual extensive scale adopted in the building of Atlantic liners; and by an ingenious contrivance in their *modelling*, the rolling of the ships is to a great degree reduced—making a considerable decrease in the much-dreaded sea-sickness.

Their Midship Saloons and Staterooms are elegantly furnished, and a short time spent among their smoke, reading, and music rooms, tends to delude one into the belief that he is safely ensconced in some palatial hotel on shore. Many an

evening, which would otherwise have been dull and monotonous, has been pleasantly passed in these saloons—often enlightened by an *impromptu*, but still entertaining concert.

THE INTERMEDIATE

accommodation is decidedly superior to any that we have seen and we think the term "Second Cabin" for those rooms on the top deck—which contain only two berths each—would be more applicable:

Their other Intermediate rooms are situated on the main deck and consist of *four* berths each, which is the maximum number of berths contained in any Intermediate room in the steamers of the Dominion Line—a great advantage over similar accommodation furnished elsewhere.

THE STEERAGES—

for which class of passengers each of these steamers has space for from 1000 to 1200—are unusually spacious, well-lighted and airy, and have a valuable testimonial in the fact that immense numbers of passengers have been conveyed by this Company with almost perfect immunity from disease.

Although so many passengers *can* be conducted in one of these vessels, the Directors of the Dominion Line endeavour to keep the number carried in one steamer *under* 600; an extra steamer being generally in port to provide for a sudden *rush* of emigrants. Thus Steerage passengers are never uncomfortably crowded.

The arrangements for the accommodation of steerage passengers in all the steamers of the Dominion Line are based upon ideas gained by much and varied experience and enquiry as to which is the best mode of carrying this class of emigrants. It is found that the plan of entirely parting the sexes does not meet with much favour; and in consequence of this, the Dominion Line construct their steerage in three compartments,

monotonous approach by its own ladder or staircase—the only means of reaching one compartment from another being by way of the main-deck. The single men are usually berthed forward of the engines, the married couples and children amidships, and the single females in the after part of the vessel. During the day passengers have free access to all parts of the decks, except to that portion reserved exclusively for the Saloon passengers.

A large staff of Stewards is always in attendance on passengers, and each class has a Stewardess to attend to the women and children.

An experienced and *fully qualified* Surgeon is attached to each steamer, and, in case of sickness of any description, medicine and medical attendance is furnished without charge.

The “Vancouver,” which is the latest addition to the fleet of the Dominion Line, is a really noble monument of naval architectural skill. She is replete with all the latest improvements for the comfort and convenience of passengers, and of course, like all the Company's other steamers, is built in eight watertight compartments, and steered by steam-power. She is so lighted throughout by electricity even in the steerage compartments.

Passengers are supplied with as much *cooked* food as they can eat, and the provisions are critically examined by a Government Medical Officer, immediately before the commencement of each voyage.

As the dietary scale is a very important item in the consideration of some people, perhaps the following information on that subject will not be thought superfluous.



THE INTERMEDIATE BILL OF FARE

Breakfast at 8 a.m.; Dinner at 1 p.m.; Tea at 6 p.m.

SUNDAY.—BREAKFAST: Coffee, Milk, Sugar, Fresh Rolls, and Butter. Beef and Irish Stew. DINNER: Soup, Roast Beef, and Potatoes. Plum Pudding and S. TEA: Tea, Milk, Sugar, Fresh Bread and Butter. Cold Meats. Gruel at 8 p.m.

MONDAY.—BREAKFAST: Coffee, Milk, Sugar, Fresh Rolls, and Butter. M. Collops and Irish Stew. DINNER: Soup, Mutton—Roast or Boiled, and Potatoes. Bread and Butter Pudding. TEA: Tea, Milk, Sugar, Fresh Bread and Butter. Meats. Gruel at 8 p.m.

TUESDAY.—BREAKFAST: Coffee, Milk, Sugar, Fresh Rolls, and Butter. Por and Syrup. Curried Meat and Rice. DINNER: Pea Soup, Corned Beef and Cabb Potatoes. Rice Pudding. TEA: Tea, Milk, Sugar, Fresh Bread and Butter. Meats. Gruel at 8 p.m.

WEDNESDAY.—BREAKFAST: Coffee, Milk, Sugar, Fresh Rolls, and B. Hashed Meat. Boiled Potatoes. DINNER: Soup, Roast Beef, and Potatoes. Pudding and Sauce. TEA: Tea, Milk, Sugar, Fresh Bread and Butter. Cold M. Gruel at 8 p.m.

THURSDAY.—BREAKFAST: Coffee, Milk, Sugar, Fresh Rolls and B. Beefsteak and Irish Stew. DINNER: Soup, Stewed Beef, and Vegetable S. Bread and Butter Pudding. TEA: Tea, Milk, Sugar, Fresh Bread and Butter. Meats. Gruel at 8 p.m.

FRIDAY.—BREAKFAST: Coffee, Milk, Sugar, Fresh Rolls, and Butter. Por and Syrup. Lochfine Herrings. Potatoes. DINNER: Pea Soup, Ling Fish and Sauce. Corned Pork, Cabbage, and Potatoes. Sago Pudding. TEA: Tea, Sugar, Fresh Bread and Butter. Cold Meats. Gruel at 8 p.m.

SATURDAY.—BREAKFAST: Coffee, Milk, Sugar, Fresh Rolls, and Butter. Ham or Bacon. Boiled Potatoes. DINNER: Soup, Roast Pork, and Potatoes. Pudding. TEA: Tea, Milk, Sugar. Fresh Bread and Butter. Cold Meats. at 8 p.m.

THE STEERAGE BILL OF FARE.

Breakfast at 8 o'clock; Dinner at 12 o'clock; Tea at 5 o'clock

SUNDAY.—BREAKFAST: Coffee, Milk, Sugar, Fresh Bread and Butter. Oatmeal Porridge and Molasses. DINNER: Soup, Beef, Potatoes, Plum Pudding Sauce. TEA: Tea, Milk, Sugar, Fresh Bread, Biscuit and Butter.

MONDAY.—BREAKFAST: Coffee, Milk, Sugar, Fresh Bread and Butter, with Stew. DINNER: Soup, Pork and Potatoes. TEA: Tea, Milk, Sugar, Fresh B. Biscuit and Butter.

TUESDAY.—BREAKFAST: Coffee, Milk, Sugar, Fresh Bread and Butter, Oatmeal Porridge and Molasses. DINNER: Soup, Fish, with Sauce, Potatoes, Rice Pudding. TEA: Tea, Milk, Sugar, Fresh Bread, Biscuit and Butter.

WEDNESDAY.—BREAKFAST: Coffee, Milk, Sugar, Fresh Bread and Butter. Irish Stew. DINNER: Soup, Beef and Potatoes. TEA: Tea, Milk, Sugar, B. Bread, Biscuit and Butter.

THURSDAY.—BREAKFAST: Coffee, Milk, Sugar, Fresh Bread and Butter, Oatmeal Porridge and Molasses. DINNER: Soup, Pork, Potatoes and Rice Pud TEA: Tea, Milk, Sugar, Fresh Bread, Biscuit and Butter.

FRIDAY.—BREAKFAST: Coffee, Milk, Sugar, Fresh Bread and Butter, Oatmeal Porridge and Molasses. DINNER: Soup, Fish, with Sauce and Pot TEA: Tea, Milk, Sugar, Fresh Bread, Biscuit and Butter.

SATURDAY.—BREAKFAST: Coffee, Milk, Sugar, Fresh Bread and Butter, Irish Stew. DINNER: Soup, Beef, Potatoes and Rice Pudding. TEA: Tea, Sugar, Fresh Bread, Biscuit and Butter.

N.B.—Oatmeal Gruel at 8 o'clock every night.

OF FARE

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TEA: Tea,

We will now offer to the intending emigrant a few words
advice and information respecting his

LUGGAGE,

and what he should take with him.

He should bear in mind that the quantity of luggage is
culated by *measurement* on the Steamer, and by *weight* on the
ailway. On the Steamer, Saloon passengers are allowed twenty
bic feet; Intermediate and Steerage, ten; and on the Railway,
rst Class passengers, 250 lbs.; emigrant, 150 lbs. Excess
uggage on the Steamer is charged for at the rate of 1s. per cubic
ot; and according to distance on the Railway.

Emigrants are recommended to encumber themselves with as
the luggage as possible. Articles of furniture and household
ensils should *not* be taken, as these can be purchased in
anada quite as cheaply as in England.

All large packages of luggage are stowed away in the hold,
d, as the passenger is not likely to see them again till the end
the voyage, anything that will be required before landing
ould be put in a small bag or box, marked "Wanted on the
oyage," and taken into his berth.

*Each piece of luggage should be plainly marked with the
passenger's name and destination, labels being provided by the
company for this purpose without charge.*

Every precaution should be taken for the safety of luggage,
nd it should not be lost sight of until it is aboard the
teamer. On arrival at the port of disembarkation the luggage
examined by the Customs Officers, and that belonging to
passengers booked inland is "checked" to its destination;
e, a metal "tally" with a number stamped on it, is attached
each article, and a corresponding piece handed to the
passenger, to present when he wishes to recover his property.

When char. ing trains, the emigrant should take care that his
uggage travels by the same train as himself.

WHAT TO TAKE.

It is advisable to take out a good supply of woollen cloth and other kind of apparel; but emigrants are warned against the old fallacy of encumbering themselves with *feather* which are almost worthless in the new country—Canada possessing sufficient feathers to restuff all the beds in the world.

The Steerage rate quoted by Atlantic Lines does not include plate, knife, fork, spoon, water-can, and bedding; these can be purchased from the Dominion Line at 3s. 6d. and 4s. (superior quality), and are sent on board the Steamer without further charge. These articles (in addition to which an emigrant will require a rug or blanket) are *quite new*, and become the passenger's own property, to do what he likes with after landing.

In taking out

MONEY

it is advisable to obtain a bill of exchange, or a bank-draft for larger sums, as then there is no danger of its being lost. For smaller sums are better taken in sovereigns or half-sovereigns, as far as possible, rather than in silver or bank-bills. Even Bank of England bills are subject to the rate of exchange, which may vary and not always in favour of the emigrant. But sovereigns and half-sovereigns have always their absolute value, which is fixed by law. On silver coins, shillings, florins, half-crowns, etc., the emigrant will lose. Take the shilling for instance. Although it freely passes for the $\frac{1}{20}$ th of a pound in England, it is not really worth that proportion, it being only what is called a "token," and not a legal tender except for small change. Still, what silver the emigrant takes had better be in shillings.

The Dominion Line Steam-ship Company issue Drafts on Canada, payable to passengers on presentation, free of charge

THE COINS

use in Canada consist of gold, silver, and bronze pieces. A dollar or 100 cents is equal to about 4s. 2d ; a half-dollar or cents 2s. 1d. ; a quarter dollar or 25 cents 1s. 0½d ; and a halfpenny.

Canada postage world.

DURING THE PASSAGE

emigrant should make himself perfectly familiar with the rules of the steamer, and should do his best to carry them out. He should pay particular attention to keeping himself clean, as this will tend not only to his own health and comfort, but to that of those around him. Any complaint a passenger has to make should be made to the Captain, who will see that the cause of grievance is removed.

There is only one point more to touch upon, and that is

HOW TO PROCURE TICKETS.

Every town of any note in the British Isles can boast of an agent for the Dominion Line, and it is to him the would-be passenger should confess his laudable intentions, at the same time paying a deposit of £1 to secure his berth. A receipt for this amount is given in the shape of a contract-ticket, showing the name of the steamer for which he is booked, along with other information. If the intending passenger does not reside near an agent, he should forward to the Steamship Company a Post Office Order (made payable to Messrs. Flinn, Bain and Montgomery), and state his name in full, age last birthday, the date he wishes to sail, class, and destination. He will then receive a ticket by return of post.

The Dominion Line is under contract with the Canadian Government for the conveyance of

ASSISTED PASSENGERS.

In order to obtain a passage under this arrangement, the emigrant must declare, in a form provided for the purpose, that

he is going out to Canada with the full determination of settling there, and in the event of his removing from that Colony within three months after his arrival, he undertakes to refund the amount of assistance he has obtained. It should be borne in mind that the emigrant has *not* to work off or refund assistance, and there is no constraint whatever on his actions or movements.

Assisted passages are granted to Agricultural Labourers and their Families at £3 per Adult to Quebec; and to Female Domestic Servants at the same rate.

To Mechanics, Navvies, and General Labourers and their Families at £4. All Passengers should, on landing, go to the office of the Government Emigration Agent at Quebec or Halifax, who will give his assistance and valuable information to the new comer.

On arriving at the Railway Station in Liverpool, the emigrant will be met by an authorised agent wearing the badge of the Steamship Company, who will assist him in collecting his luggage, and, if he desires it, convey him to one of the

BOARDING-HOUSES

reserved for the accommodation of passengers by the Dominion Line.

These boarding-houses charge uniform rates;—supper and breakfast, from 2s. 6d. per adult; Children under twelve years, one half; Infants under twelve months, free.

All tickets, whether the balance is paid or not, are required to be shown at the head office before six o'clock p.m. of the day previous to that of sailing; and passengers should, at the same time, enquire the exact hour of embarkation.

And finally, while decrying that enemy to progress— procrastination—let us remind our readers that—"There is a time in the affairs of men which, taken at the flood, leads on to fortune and we are

EMIGRATION TO CANADA.

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The following interesting letter has just been received by
Mr. Allen Haddock, Batley.

[EXACT COPY.]

RED SUCCOUR COVE, VIA PORT ARTHUR,

ONTARIO, CANADA, *Dec. 24th, 1883.*

From John William Gosney, formerly of Batley, to
Labourers **Mr. Allen Haddock, Batley.**

and to Fer
Dear Sir,—It is with great pleasure that I take up my pen to
address a few lines to you. You will be surprised that I have
not written to you sooner, but the fact is I wanted to form an
idea of the country, and let you know what I really think it is
like, and what I think about a man coming to this country to
settle down in this country. *I think that no man can do better
than come to Canada,* for there are better wages, and there is a
better chance for employment for his young family, for the weaver
can earn from eight to ten dollars per week (33s. 4d. to 41s. 8d.
per week), and the piecers from four to six dollars per week.

Now I will tell you a little of my experience since I came to
one of Canada. I sailed as you know on the S.S. Oregon, "Dominion
Line," and we had a very pleasant voyage, and we landed on the
26th of June, and I had chance of three situations. I started
work two days after I landed, at nine dollars per week. I left
that situation and took another at twelve dollars per week. I
;—supper, stopped there two months, but there was great talk about the
a under tw great Far West. I made up my mind I would see it, for there
ee. were a great many people going there, so I left my situation and
took the steamer, and was off to the great Far West. I
ot, are requ met John Austin and James Prestige, both from Batley, and we
p.m. of the landed 1,000 miles west of Toronto, on the shores of Lake
d, at the Superior. We started off for the Canadian Pacific Railway, and
we got work at two and a half dollars (10s. 5d.) per day, and
progress—we are making money fast, for there is a great demand for men
There is a on the Canadian Pacific Railway. There is work for hundreds here,
on to fort and we are well fed and treated.' We go to work at seven in the

morning and stop at twelve for dinner, and work then from one six. I must tell you what we have for breakfast : there are potatoes, beef, and bacon, apple pie, tomatoes, beans, bread and butter, and coffee. It will seem surprising, but it is the truth, we have meat three times a day. This is a beautiful country, it has some splendid scenery in it, and it is a very healthy country. You see no poor or consumptive people in this country. The winter is now fairly set in, but you see no foggy weather or sludgy ground here. You can see for miles around the country, it is so clear ; the air is very bracing and healthy. It would do you good to see about 100 men come in to dinner with faces all aglow with health, and to see the appetites they have, and to see the good things that appear which are spread on the table for them, and to hear the good humoured jests. I have done very well since I came to this country. There are a few of my townsmen come back from Batley, and I think they have done the worst thing that they could have done, but I think they were home-sick. They did not look for work, they were grumbling all the time they were here. I was home-sick myself, but if I had not conquered the feeling, and determined to make some money, I should have been like them, for a man cannot come into this country and find gold in the streets no more than he can in any other country. But if a man is willing to work he can get work, and good wages for that work. Dear Sir, I am speaking from what I know to be true. You know yourself that I have not done badly since I came into this country, for I have sent for my wife and children and I can make them comfortable. I have only been here a few months and I have a nice sum laid by. In conclusion, I may say that if I had known three or four years sooner I would have come then, for there is plenty of work for all that come here. Please remember me to all my friends ; tell them to come to Canada to make money. You may make what use of this letter you think proper, let me know what you are doing in the old place.

I remain, dear sir, yours truly,

JOHN WILLIAM GOSNEY

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GOSNEY.

DOMINION LINE

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DOMINION.
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ONTARIO.



OREGON
QUEBEC
SARNIA
TEXAS
TORONTO
VANCOUVER

SUMMER ROUTE:

(FROM THE MIDDLE OF APRIL TO THE END OF OCTOBER)

LIVERPOOL TO QUEBEC

EVERY THURSDAY,
AND FROM

BELFAST TO QUEBEC
EVERY FRIDAY.

WINTER ROUTE:

(FROM THE END OF OCTOBER TO THE MIDDLE OF APRIL)

LIVERPOOL TO PORTLAND

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